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- 3. Sovtanker was the only shipping administration for water transport of oil in the USSR, to Soviet and foreign ports. However, in Baku, other tankers were based, which came under another organization called the Caspian Petroleum Shipping Administration (Upravleniya Neftenalivnovo Caspiskovo Parakhodstvo). The tankers based in Baku had only short routes. The main route was from Baku to Astrakhan anchorage. The various fleets of the Soviet Navy also had their own tankers but these were few in number and were used only to supply the Navy's ships.
- 4. Many of the tankers assigned to Sovtanker were sent for periods as long as from five to eight years to Vladivostok. Excluding the above ships, the basic tanker fleet of Sovtanker as of June 1941 was:

Name of Tanker:	Where Manufactured:	Approximate Cargo Capacity in Tons:
Sergo	USSR	12,000
Sovetskaya Neft	Foreign Built	14,000
Stalin	USSR (built about 1930, good condition)	12,000
Kuibyshev	USSR (built before 1917, ex-	
	cargo vessel, poor condition	
Avanesov	Sweden (built in late 1920's, good condition)	.9,000
Kreml	USSR	12,000
Moskva	USSR	8,000
Sakhalin	USSR	8,000
Stakhanovets	USSR (built before 1917, poor condition)	1,000
Yalta	? (built about 1930, good condition)	500
?	? (built about 1935, good condition)	500
Plus a few others	_	

As of mid-1941 the tankers listed above which had been built in the USSR were in good condition as at that time they were only from five to 10 years old. The tankers of Sovtanker carried petroleum and petroleum products, such as gasotine 50X1 and lubricating oils. Several of the tankers listed above and earlier been called by such names as Soyuz Vodnikov, Soyuz Gornorabochikh, and Soyuz Metalistov (ie, they were named after labor unions). However, the large oil tankers, from 1932 on, had their names changed to such designations as Stalin and Kreml.

- 5. The main tanker routes were:
  - A. Home Routes Batum-Odessa (the main route)
    Tuapse Odessa
    Novorossisk various small ports on the Black and Asov Seas
  - B. Foreign Routes -From Batum and from Tuapse to Vladivostok From Batum and from Tuapse to Germany and other foreign countries.
- 6. The frequency of the tankers' voyages on the above routes depended upon the current demand for petroleum products. In regard to traffic norms, each sump was set a monthly ton-mile norm and this varied with circumstances.

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